



The Let's R.O.L.L. Toolkit

Identifying paths to progress, one local law review at a time.

Bike Walk Nebraska's [‘Aunt Dottie’ interactive, civic database](#) can be used to help guide your Let's R.O.L.L. conversations and analysis.

When approaching the realm of advocacy, it's important to first assess what works, what doesn't, and what may be missing in your community to make active transportation safe for all, such as:

- Are there bike lanes?
- Are sidewalks missing or unkept on key routes (such as to school, work, or shopping centers)?
- Are there crosswalks and reduced speeds around school zones?
- Are there outdated policies hindering progress in these areas?

Consider these aspects before you jump in into Let's R.O.L.L.:

- **Core Services:** Core Services are destinations serving critical needs such as food and health care. Are you able to access medical services, groceries and social services safely by your preferred method of active transportation?
- **Cost:** An increasing number of people are paying more for transportation than they can afford, whether for personal expenses such as gas or car insurance or as a taxpayer for things like constantly depleting roads or unused large parking lots. In what ways could you, your city, or your state save money by centering active transportation?
- **Opportunity:** Jobs and education are critical to ensuring opportunities for all community members. How easily can you access large employment businesses, downtown districts, or schools by your preferred method of active transportation?
- **People:** Bike, trail, and sidewalk networks need to connect people to each other. Can you visit other people at their houses or residences without driving, especially if it's a shorter distance? What barriers may be blocking your ability to do so?
- **Recreation:** Recreation describes how effectively your city connects people to places to get out and play. Do you have access to nearby parks and community centers using your preferred method of active transportation? In addition, look for off-street multi-use paths and trails offering opportunities for people of all experience levels to move about their community.
- **Safety:** Feeling unsafe is a large part of people not utilizing active transportation. Does your community have a Comprehensive Plan with goals for improving bicycle and pedestrian infrastructure, or do they have laws protecting vulnerable road users? Are they easily or readily enforced? Are new education, shopping, or business facilities being built somewhere requiring people to cross a busy and dangerous highway to access? Are streets being built extra wide, encouraging excessive speeding by drivers? Decisions about these issues impact safety.

- **Shopping:** Businesses rely on cities to connect people to them; people need to shop for goods and services. Plus, bicyclists bring up to **five times** more revenue than drivers to surrounding businesses (source: Bikenomics, E.Blue). How well does your city connect you to the retail destinations without having to drive?
- **Transit:** Public transportation is an excellent way to use your bike or other non-motorized transportation methods on longer trips. Combining the bike and bus or streetcar is a win-win: you enjoy the benefits of active transportation while gaining access to a broader area of opportunities, goods, and services. How well does your city's transit connect to the people around them?
- **Vulnerable Users:** Road safety doesn't apply only to cyclists and pedestrians; you will often see the language "vulnerable users" within ordinances and laws. Vulnerable Users include school children, construction workers, postal service workers, motorcyclists, and sanitation workers. Use this as a way to expand the conversation about road safety.

Are you ready to R.O.L.L.?

Gather fellow enthusiasts with "Aunt Dottie" to easily access local ordinances and city maps.

- Compare the local laws to state statutes and note any conflicts or problems.
 - Note outdated ordinances, such as honking as you approach a cyclist, requiring bike licenses, or helmet requirements.
 - Compare local laws to the [state's pedestrian and cyclist statutes](#) for synchronicity.
 - Use [this resource](#) by the League of American Bicyclists to see what model legislation could/should look like
 - Visit [this webpage](#) by Smart Growth America about [Complete Streets policies](#).
- Bring these conflicts, missing pieces, or outdated practices to your city or state officials and ask how your local or state law can be changed.
- Ask Bike Walk Nebraska for assistance in reviewing laws, contacting officials, or planning next steps. Did you find something that made you think, "Huh?" - email us at info@bikewalknebraska.org.

Ultimately, we want you to feel capable of making change within your community, benefiting your neighbors and, ultimately, the state as a whole.